I4 DOOR LOCK & THEFT DETERRENT

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REMOVAL AND INSTALLATION-------- I4－1
FRONT DOOR LOCK MOTOR ---------- I4－2
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■ POWER DOOR LOCK SYSTEM
1 DOOR CONTROL RELAY
1-1 REMOVAL AND INSTALLATION

CAUTION

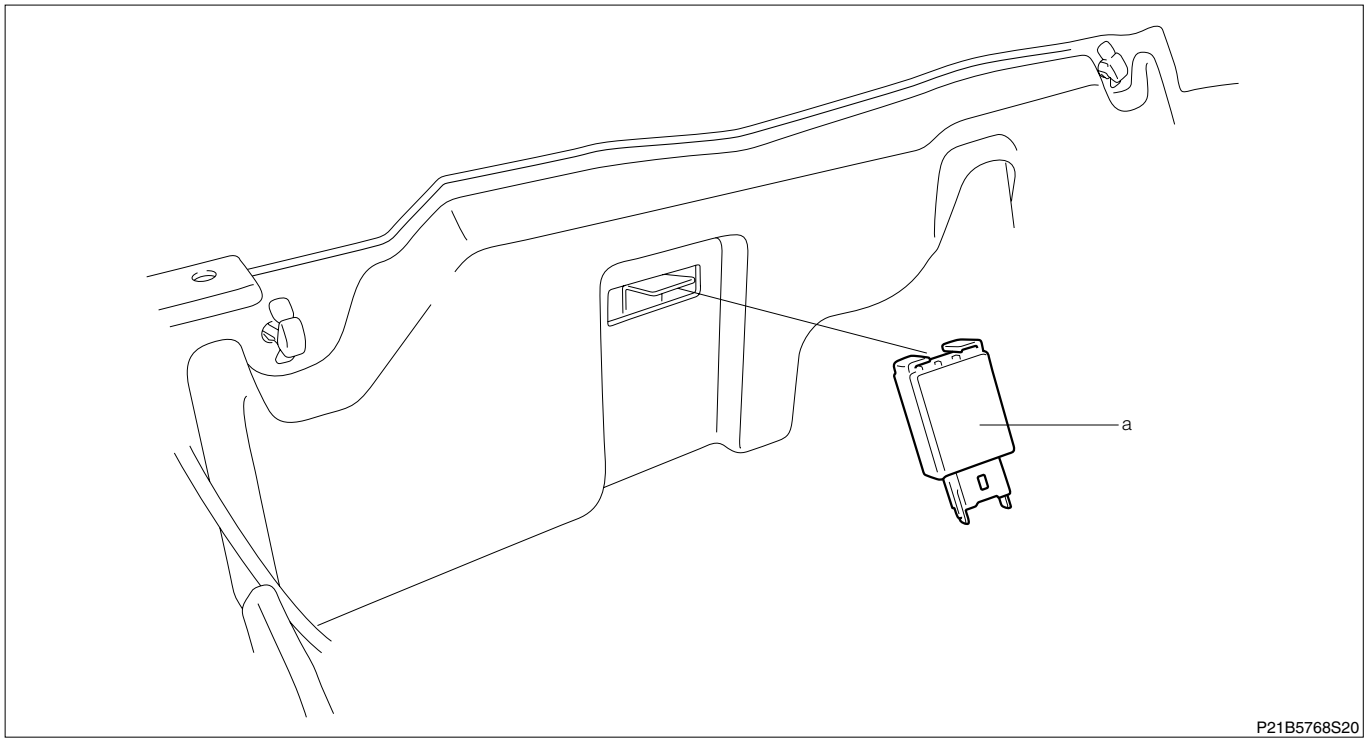
- Avoid dropping or causing major shock to the door control relay.
  If the door control relay dropped or subjected to major shock for some reason, replace it with a new door control relay, even if the external appearance is all right.

1-1-1 OPERATION BEFORE REMOVAL

1. Remove the battery negative terminal after IG SW is in "LOCK".
2. Remove the combination meter Ay.
   Refer to Page J3-3.

1-1-2 REMOVAL AND INSTALLATION PROCEDURES

(1) Components



The illustration shows a typical example.

(2) Removal and installation procedures

▼ ▲ 1 a Relay Ay, door control

1-1-3 INSPECTION

(1) Relay Ay,door control

1. When the following cases have occurred, replace the relay Ay,door control with a new one.
   (1) If there is warping, rubbing marks or cracking on the door control relay.

CAUTION

- Never disassemble relay Ay.

1-1-4 OPERATION AFTER INSTALLATION

1. Install the combination meter Ay.
   Refer to Page J3-3.

2. Connect the negative terminal of the battery.

2 FRONT DOOR LOCK MOTOR

2-1 REMOVAL AND INSTALLATION

Refer to Page I1-21.

3 REAR DOOR LOCK MOTOR

3-1 REMOVAL AND INSTALLATION

Refer to Page I1-39.

4 BACK DOOR LOCK MOTOR

4-1 REMOVAL AND INSTALLATION

Refer to Page I1-45.

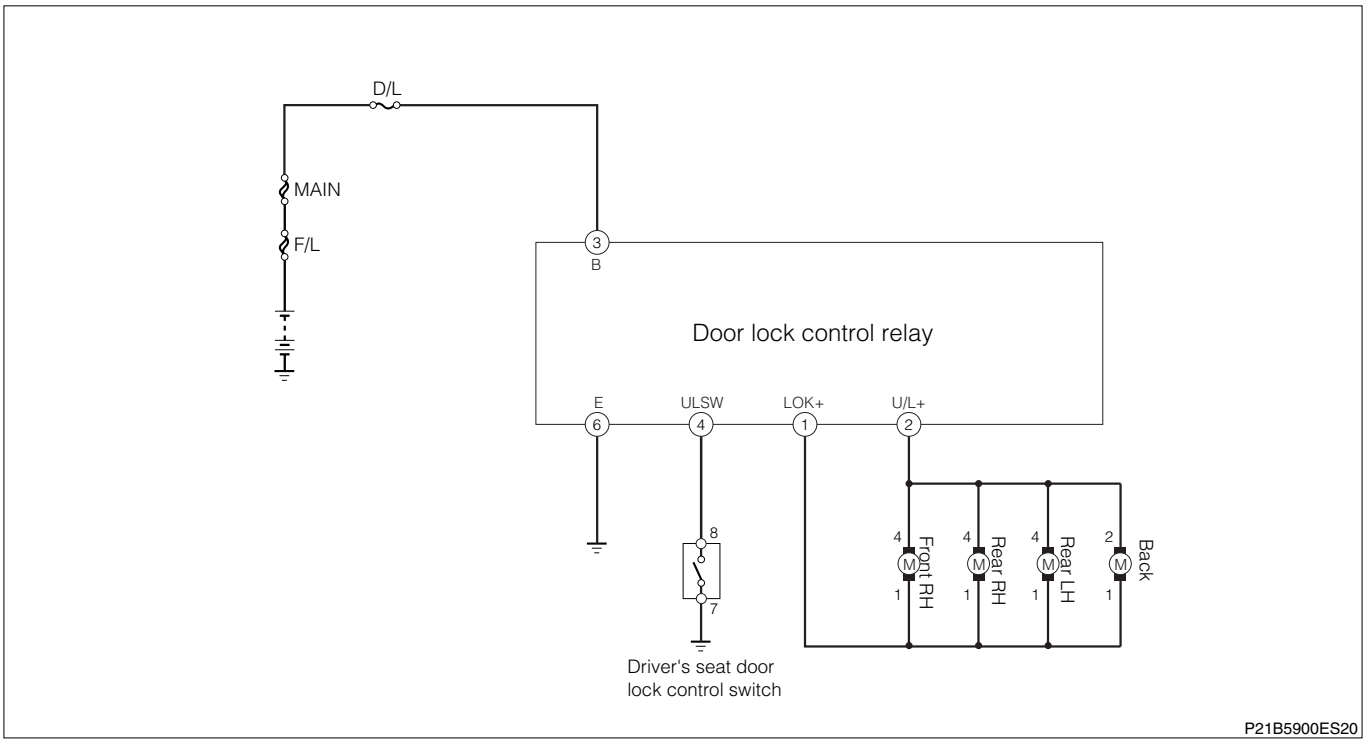
5 POWER DOOR LOCK SYSTEM

5-1 ARTICLES TO BE PREPARED

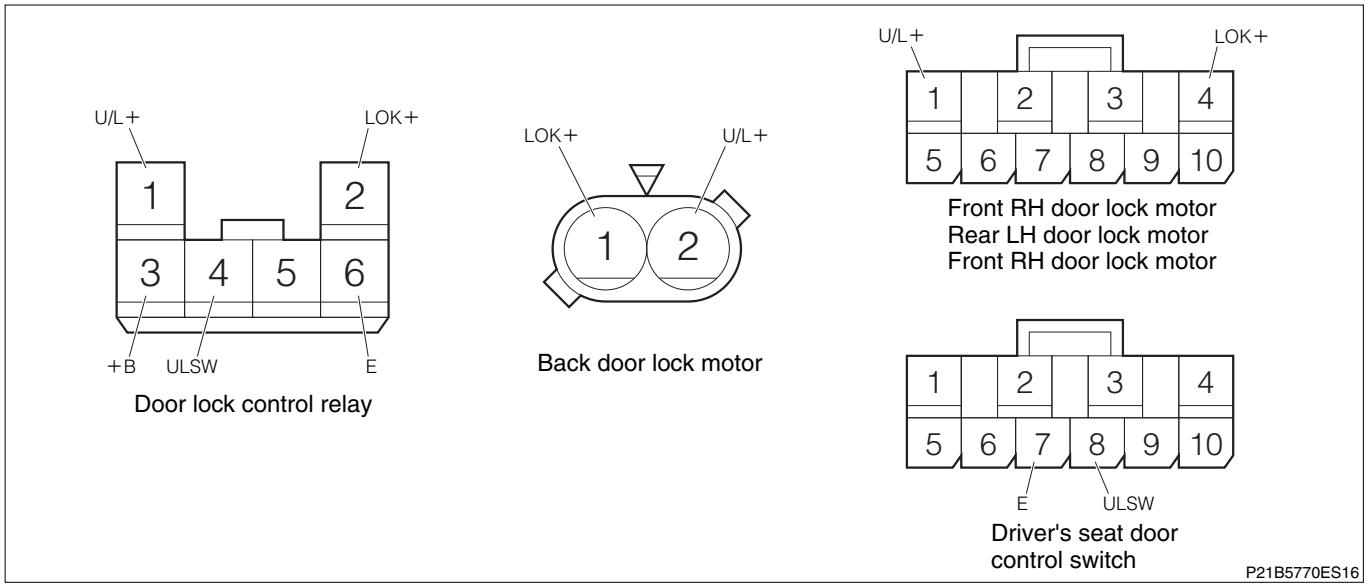
Instrument

Voltage tester,DS-Ⅱ

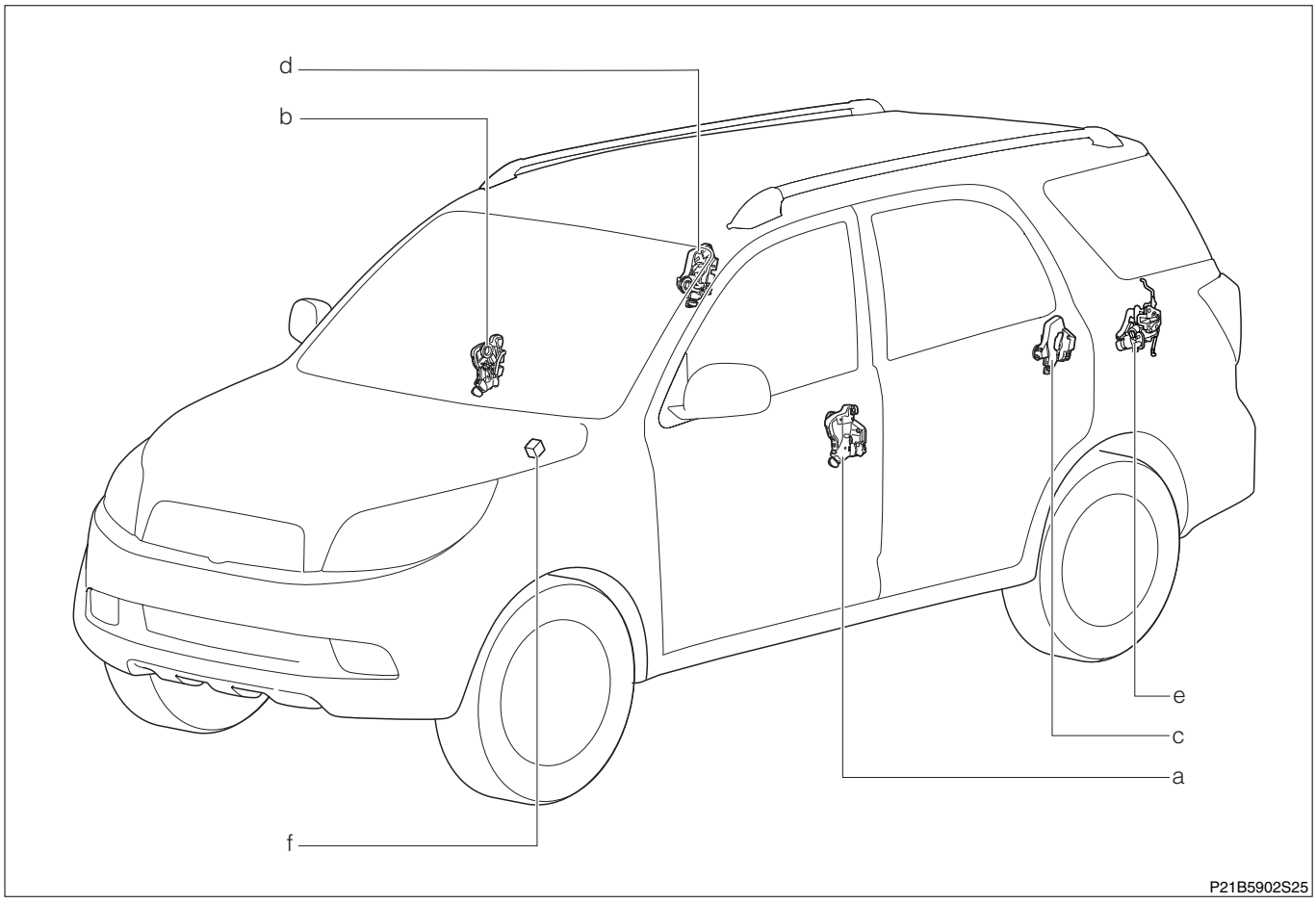
5-2 SYSTEM WIRING DIAGRAM



5-3 ARRANGEMENT OF VEHICLE HARNESS SIDE CONNECTOR TERMINALS



5-4 LOCATION OF COMPONENTS



a	Driver's seat door lock position switch
b	Door lock motor Ay(FR/RH)
c	Door lock motor Ay(RR/RH)
d	Door lock motor Ay(RR/LH)
e	Back door lock actuator
f	Door control relay

5-5 HOW TO PROCEED WITH TROUBLE SHOOTING

5-5-1 DIAGNOSTIC INTERVIEW

1. In an effort to remove causes for malfunction from the vehicle concerned, it is impossible to determine the cause without confirming the malfunction phenomenon. If the phenomenon is not confirmed first, even if you continue your work, the vehicle may not be able to return to its normal conditions. The diagnosis through interview is to collect information from the customer before confirming the malfunction phenomena. The diagnosis through interview provides very important clues in reproducing malfunction phenomena.
2. Since the information obtained through the diagnosis by interviews is referred to during the trouble shooting, it is imperative to make the inquiry of the customer, centering on the items related to the malfunction, instead of simply asking general questions.

(1) **Diagnosis interview sheet for Power door lock system**

Checked by		Check date	Month Day (day of week)

Customer information

Name of customer	Mr./Ms.	Gender of customer (Male, female)	Age [approx.]	Occupation [ ]	
		Area where vehicle is mainly used	Urban, suburb, seashore, mountain, others	Parking place	Outdoor, indoor

Details of vehicle

Date when vehicle was brought to workshop	Month Day (day of week)	Date when malfunction took place	Month Day (day of week)	Repair history	No, Yes [how many times?]
Frame No.		Registration date	Year Month Day	Vehicle model	
Engine type		Transmission	5M/T, 3A/T, 4A/T, CVT, Electronically-controlled 4A/T	Driving	2WD·4WD
Running distance	km	Equipment	Tire [ ]· Wheel [Steel · Aluminum]		

Weather

☐ Fine	☐ Cloudy	☐ Rainy	☐ Snow	Other
Temperature approx. ℃				

Frequency of malfunction

☐ Always	☐ Under certain condition( )	☐ Sometimes

Phenomenon

☐ Locks on none of the doors operate with driver's seat lock operation.
☐ Locks on certain doors do not operate with driver's seat lock operation.
☐
☐
☐ Others

5-6 TROUBLE SHOOTING ACCORDING TO MALFUNCTION PHENOMENA

5-6-1 PROBLEM WITH POWER DOOR LOCK OPERATION.

(1) All doors are not locked interlocking with lock operation at driver's seat.

Σ>1. Power supply system check

1. Check the voltage between the following terminals.
   (1) Between the harness side connector 3(B) of door lock control relay - the body earth

SPECIFIED VALUE: 10 — 14V

▼ If it is OK, go to Step Σ>2.
▼ In the case of NG, ensure that there is no abnormality in the fuse (D/L) and F/L. Check the battery voltage. Ensure that there is no abnormality such as open wire in the harness of power supply system.

Σ>2. Earth system check

1. Check to see if continuity exists between the following terminals.
2. Between the harness side connector 6(E) of door lock control relay - the body earth

SPECIFIED VALUE: Continuity exists.

▼ If it is OK, go to Step Σ>3.
▼ In the case of NG, repair the earth wire.

Σ>3. Unit check of door lock position switch

1. Perform a unit check of the driver's seat door lock position switch.
   Refer to Page I4-8.

▼ If it is OK, go to Step Σ>4.
▼ If an abnormality is found, replace the door lock motor Ay LH.

Σ>4. Wire harness check (1)

1. Check the continuity of the wire harness between the following terminals.
   (1) Between harness side connector 4(ULSW) of the door lock control relay and terminal harness side connector 8(U/L+) of the door lock position switch
   (2) Between body earth and harness side connector 7(E) of the door lock position switch

SPECIFIED VALUE: Continuity exists.

▼ If it is OK, go to Step Σ>5.
▼ In the case of NG, repair the harness.

∑5. Wire harness check (2)

1. Check the continuity of the wire harness between the following terminals.
   (1) Between the harness side connector 1(U/L+) of door lock control relay - The harness side connector 1(U/L+) of front passenger seat door lock motor
   (2) Between harness side connector 1(U/L+) of the door lock control relay and harness side connector 1(U/L+) of the door lock motor on the right hand side of the rear seat
   (3) Between harness side connector 1(U/L+) of the door lock control relay and harness side connector 1(U/L+) of the door lock motor on the left hand side of the rear seat
   (4) Between the harness side connector 1(U/L+) of door lock control relay - The harness side connector 2(U/L+) of back door lock motor
   (5) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor of the front passenger seat
   (6) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor on the right hand side of the rear seat
   (7) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor on the left hand side of the rear seat
   (8) Between the harness side connector 2(LOK+) of door lock control relay - The harness side connector 1(LOK+) of back door lock motor

   SPECIFIED VALUE: Continuity exists.

   ▼ If it is OK, go to Step ∑6.
   ▼ In the case of NG, repair the harness.

∑6. Door lock motor single unit check

1. Check all the door lock motor single units.
   Refer to Page I1-24.

   ▼ In the case of OK, replace the door lock control relay.
   ▼ In the case of NG, replace the door lock motor.

(2) **Some doors are not locked interlocking with lock operation at driver's seat.**

⊳1. Wire harness check

1. Check the continuity of the wire harness between the following terminals.
   (1) Between the harness side connector 1(U/L+) of door lock control relay - The harness side connector 1(U/L+) of front passenger seat door lock motor
   (2) Between harness side connector 1(U/L+) of the door lock control relay and harness side connector 1(U/L+) of the door lock motor on the right hand side of the rear seat
   (3) Between harness side connector 1(U/L+) of the door lock control relay and harness side connector 1(U/L+) of the door lock motor on the left hand side of the rear seat(s)
   (4) Between the harness side connector 1(U/L+) of door lock control relay - The harness side connector 2(U/L+) of back door lock motor
   (5) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor of the front passenger seat
   (6) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor on the right hand side of the rear seat
   (7) Between harness side connector 2(LOK+) of the door lock control relay and harness side connector 4(LOK+) of the door lock motor on the left hand side of the rear seat
   (8) Between the harness side connector 2(LOK+) of door lock control relay - The harness side connector 1(LOK+) of back door lock motor

   SPECIFIED VALUE: Continuity exists.

▼ If it is OK, go to Step ⊳2.
▼ In the case of NG, repair the harness.

⊳2. Door lock motor single unit check

1. Check the door lock motor single units that are not functioning.
   Refer to Page I1-24.

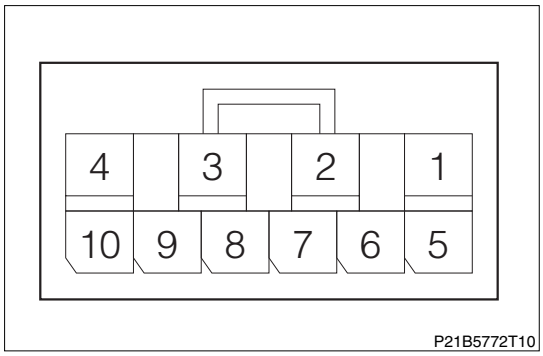
▼ In the case of OK, replace the door lock control relay.
▼ In the case of NG, replace the door lock motor.

5-7 UNIT CHECK

5-7-1 DRIVER'S SEAT DOOR LOCK POSITION SWITCH

1. Check continuity between terminals of the switch.

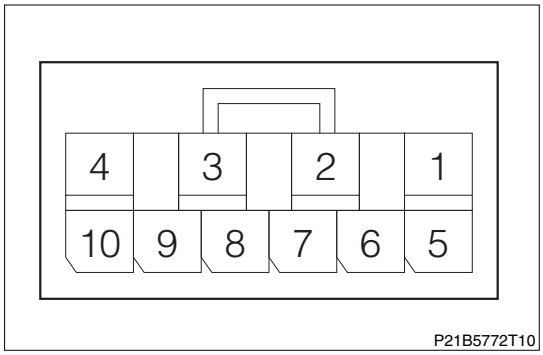
Switching	Terminal No.	Standard
LOCK	7 - 8	No conductivity
UNLOCK	7 - 8	Continuity exists



5-7-2 DOOR LOCK MOTOR AY (FR/RH)

1. Check the door locking operation when the battery voltage is applied between the motor Ay terminals.

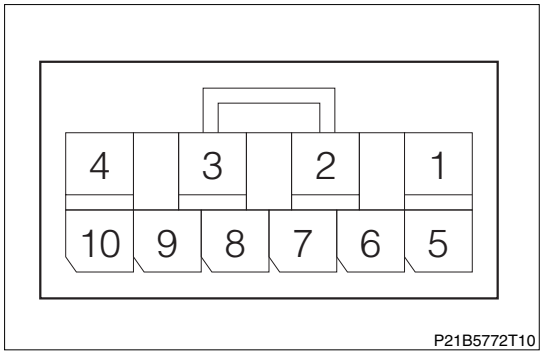
Connection	Terminal	Operation
Battery positive (+)	4	LOCK
Battery negative (−)	1	
Battery positive (+)	1	UNLOCK
Battery negative (−)	4	



5-7-3 DOOR LOCK MOTOR AY (RR/RH, RR/LH)

1. Check the door locking operation when the battery voltage is applied between the motor Ay terminals.

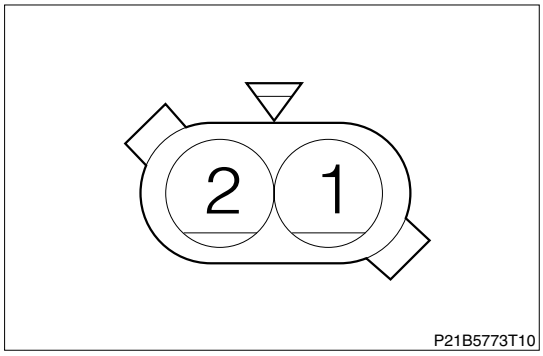
Connection	Terminal	Operation
Battery positive (+)	4	LOCK
Battery negative (−)	1	
Battery positive (+)	1	UNLOCK
Battery negative (−)	4	



5-7-4 BACK DOOR LOCK ACTUATOR AY

1. Check the door locking operation when the battery voltage is applied between the motor Ay terminals.

Connection	Terminal	Operation
Battery positive (+)	1	LOCK
Battery negative (−)	2	
Battery positive (+)	2	UNLOCK
Battery negative (−)	1	



■ IMMOBILIZER SYSTEM
1 IMMOBILIZER SYSTEM
1-1 ARTICLES TO BE PREPARED

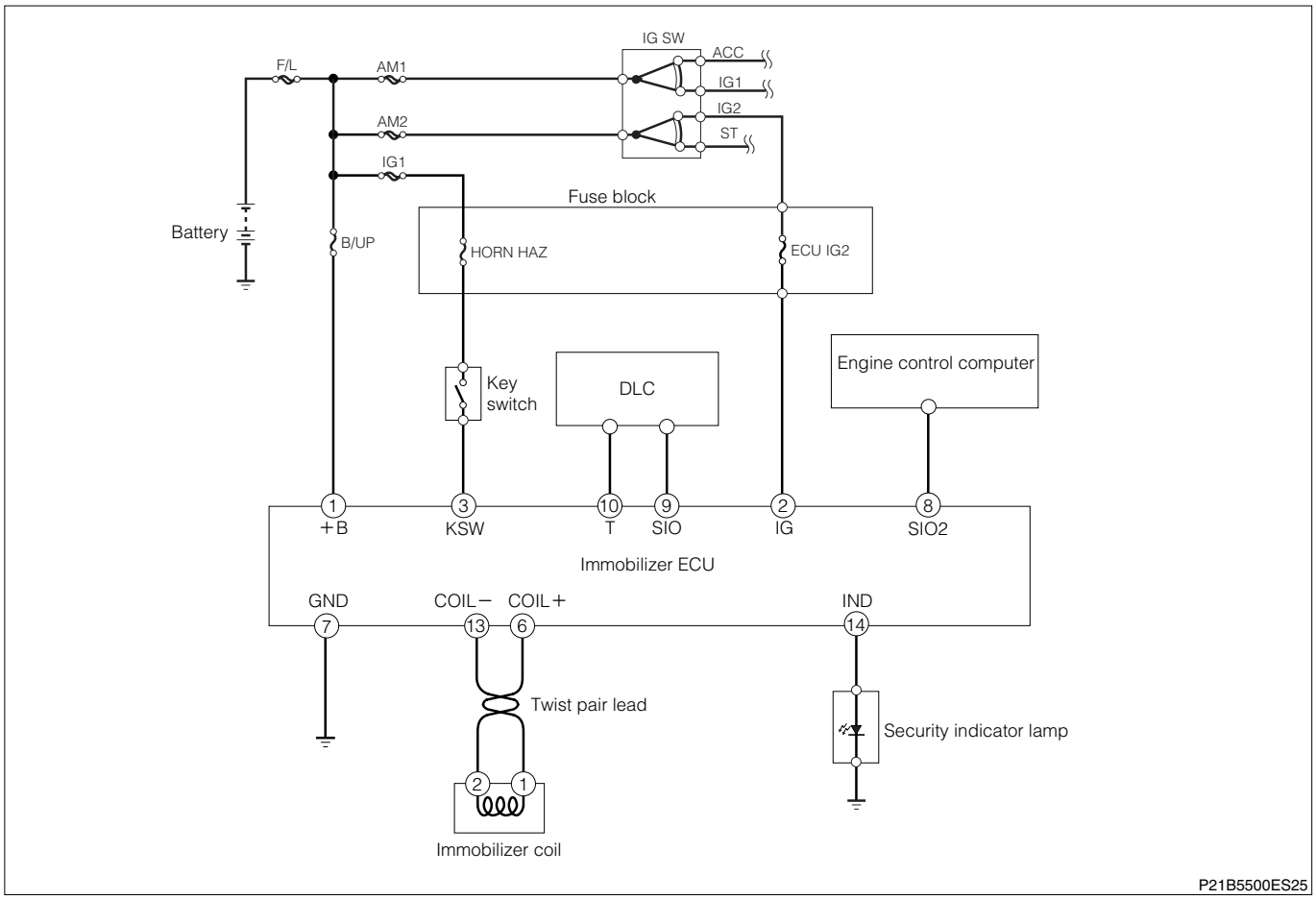
SST

Shape	Part No.	Part name
	09991-87403-000	Wire, diagnosis check

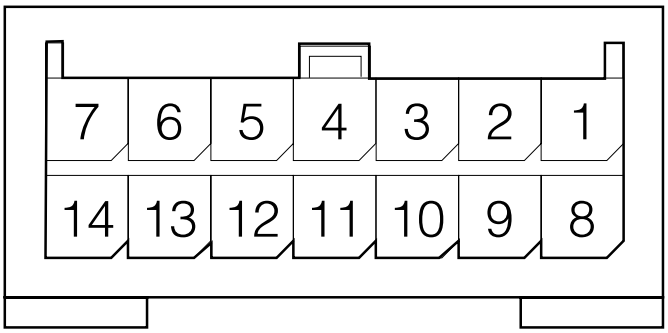
Instrument

Electrical tester,DS-Ⅱ

1-2 SYSTEM WIRING DIAGRAM



1-3 ARRANGEMENT OF ECU TERMINAL

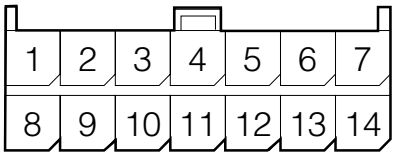


T11B8502S16

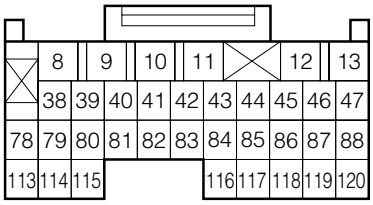
Immobilizer ECU terminal name

Terminal No.	Terminal code	Terminal name
1	+B	ECU power supply
2	IG	IG SW power supply
3	KSW	Key SW
4	–	–
5	–	–
6	COIL+	Transponder communication
7	GND	Earth
8	SIO2	Immobilizer communication
9	SIO	Diagnostic tester communication
10	T	Diagnostic tester communication
11	–	–
12	–	–
13	COIL–	Transponder communication
14	IND	Security indicator

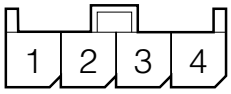
1-4 ARRANGEMENT OF VEHICLE HARNESS SIDE CONNECTOR TERMINALS



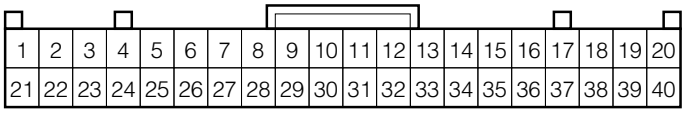
Immobilizer ECU



Engine control computer



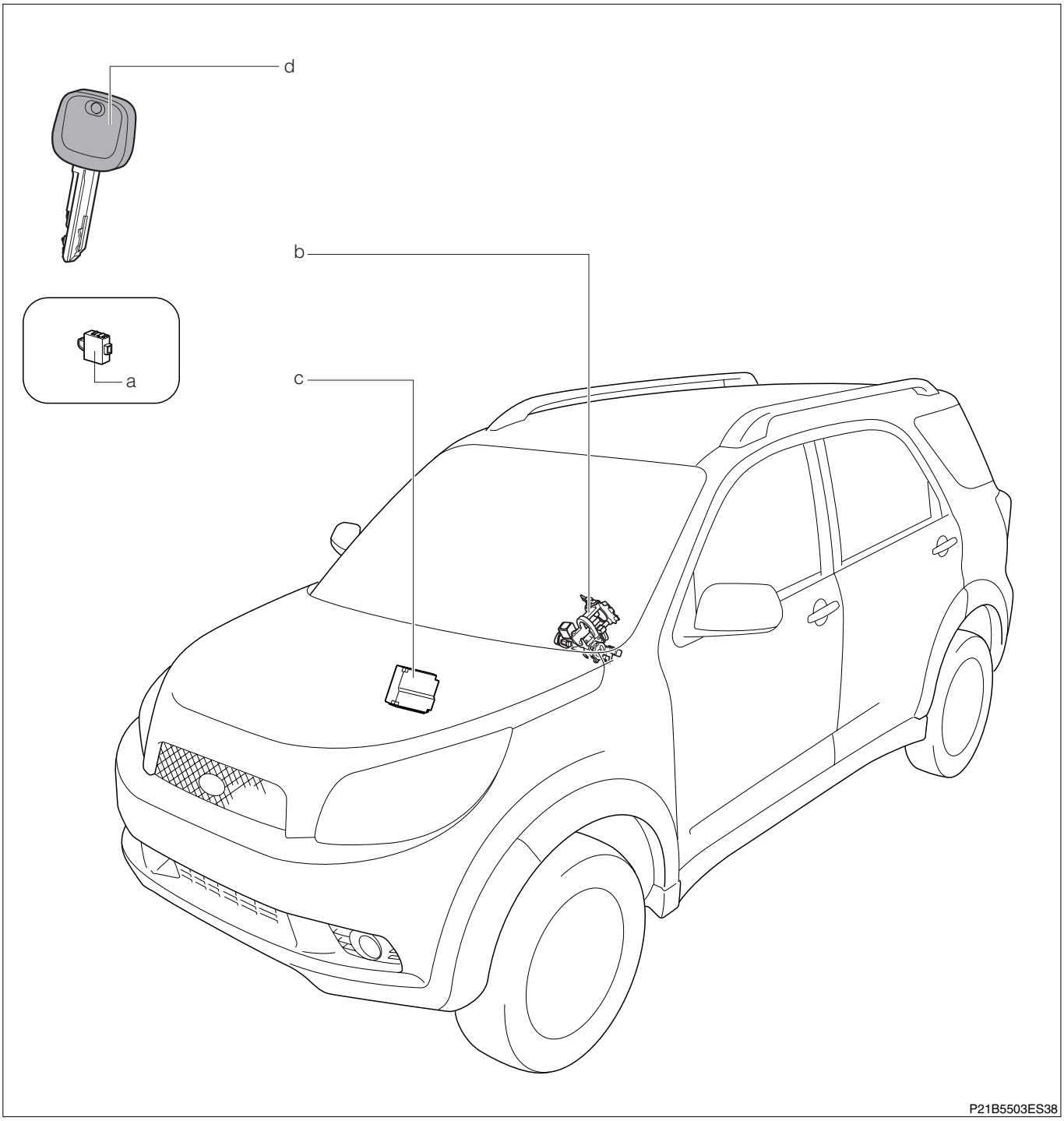
Immobilizer coil
key switch



Combination meter

T11B8503ES20

1-5 LOCATION OF COMPONENTS



The illustration shows a typical example.

a	Immobilizer ECU
b	Steering column upper W/SW bracket
c	EFI ECU
d	Transponder

1-6 HOW TO PROCEED WITH TROUBLE SHOOTING

1. The immobilizer system is equipped with a diagnosis function which diagnoses malfunctioning sections and gives important clues for troubleshooting.
2. The diagnosis function of the immobilizer system is equipped with the battery backup (which keeps supplying power for diagnosis memory even when the ignition switch is set to "OFF" position).

Σ1. Bringing malfunctioning vehicle to workshop

▼ Proceed to Σ2.

Σ2. Diagnosis through interview

1. Gather enough information from the customer on conditions, environment, and phenomenon in which the malfunction took place.

▼ Proceed to Σ3.

Σ3. Confirmation and recording of diagnosis code

Refer to Page I4-14.

SPECIFIED VALUE: Code is not displayed.

▼ If it is OK, go to Σ10.
▼ If it is NG, go to Σ4.

Σ4. Erasing of diagnosis code

Refer to Page I4-14.

▼ Proceed to Σ5.

Σ5. Basic check

1. Perform the basic check.

▼ Proceed to Σ6.

Σ6. Reconfirmation of diagnosis code

Refer to Page I4-14.

SPECIFIED VALUE: Indicates normal code.

▼ If it is OK, go to Σ8.
▼ If it is NG, go to Σ7.

Σ7. Trouble−shooting according to diagnosis code

1. Perform the troubleshooting for the diagnosis code being outputted.
   Refer to Page I4-17.

▼ Proceed to Σ8.

Σ8. Confirmation test

1. Ensure that the malfunction phenomena claimed by the customer concerning the vehicle have been completely solved and that it has been recovered to the normal.

▼ If it is OK, finish the troubleshooting.
▼ If it is NG, go back to Σ5 and perform the checks again.

1-7 INQUIRY

1. In an effort to remove causes for malfunction from the vehicles concerned, it is impossible to determine the cause without confirming the malfunction phenomenon. If the phenomenon is not confirmed, the vehicle may not be able to return to the normal conditions even if you continue your work. Diagnosis through inquiries is carried out to collect information from the customer before confirming the malfunction phenomena. The diagnosis through inquiries provides very important clues in reproducing malfunction phenomena.
2. Since the information obtained by the diagnosis through inquiries is referred to during the trouble shooting, it is imperative to make an inquiry of the customer, centering on the items related to the malfunction, instead of simply asking general questions.

1-8 CONFIRMATION, RECORD AND ERASURE OF DIAGNOSIS CODE

1-8-1 OUTLINE

1. When the diagnosis abnormality code is displayed, confirm whether the malfunction took place in the past in the system or is still persisting. It is also necessary to check any possible relationship between the code and the reproduced malfunction. For this purpose, the diagnosis code should be indicated twice, namely before and after the confirmation of the phenomena.

1-8-2 CHECKING METHOD OF DIAGNOSIS (INDICATION BY DS-II)

1. Stop the vehicle.
2. After IG SW is set to "LOCK", connect the diagnosis tester to DLC.
3. After IG SW is set to "ON", use the diagnosis tester to read the diagnosis code.

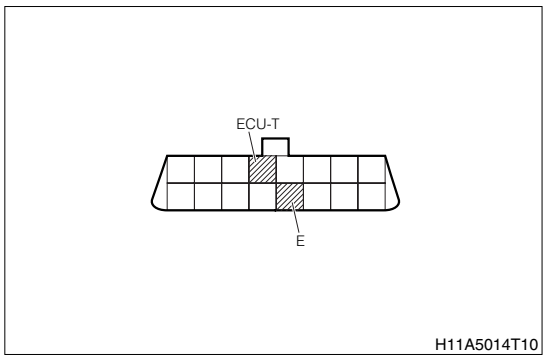
1-8-3 DIAGNOSIS CODE DISPLAY METHOD(DISPLAYED BY THE SECURITY INDICATOR LAMP)

1. Stop the vehicle.
2. Turn the IG switch to "LOCK" and use the SST to short the ECU−T terminal and E terminal in the DLC below the instrument panel.

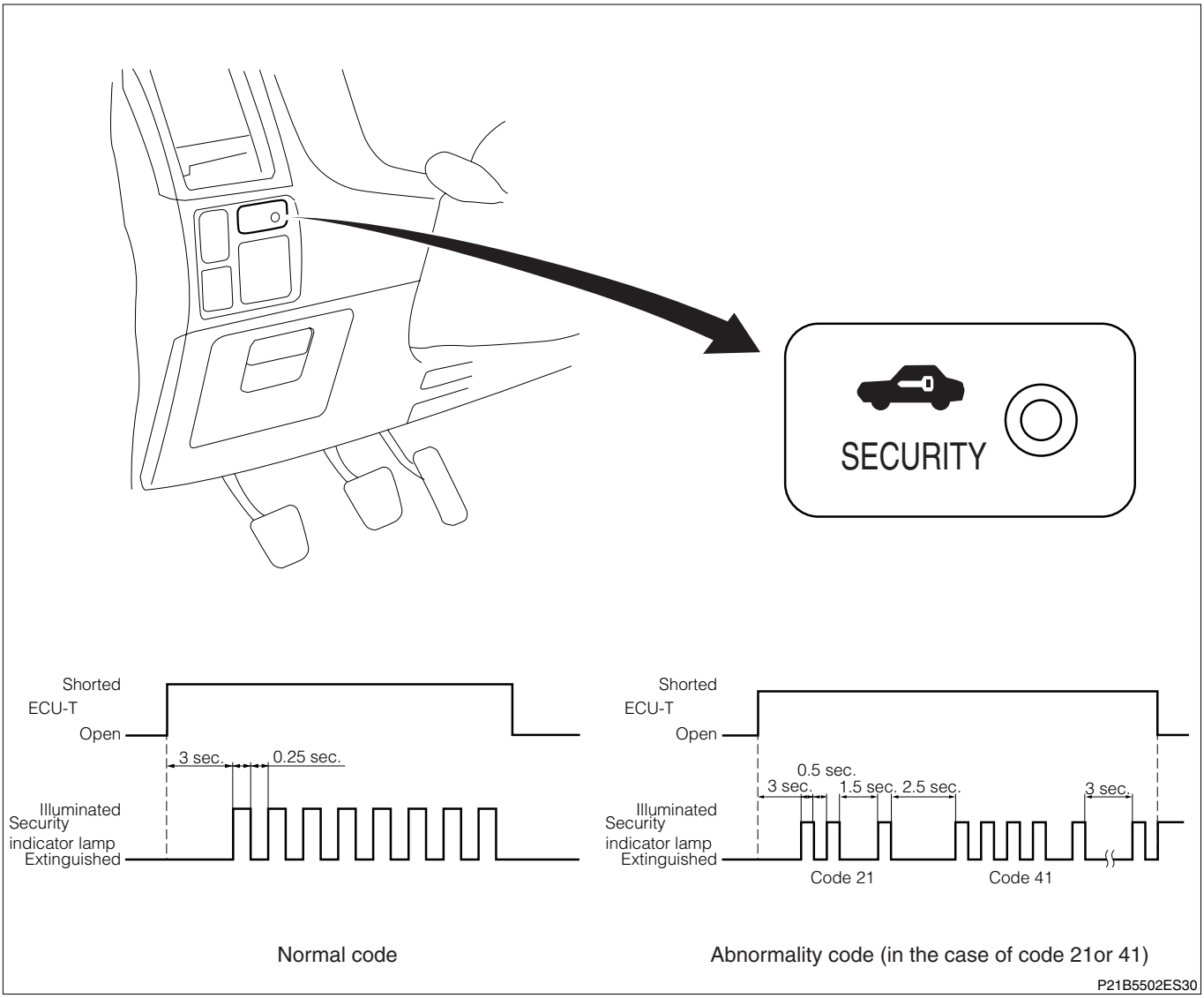
CAUTION

- Connecting the connector in the wrong location could cause a malfunction. Therefore, make sure that the connection is correct.

SST: 09991-87403-000
09991-97201-000



3. Turn the IG switch "ON" and cause the security indicator to blink to display the diagnosis code.
4. Regarding display of diagnosis codes, all memorized malfunction codes are indicated repeatedly, starting with the smallest number.



1-8-4 CANCELING METHOD OF DIAGNOSIS (ERASURE BY DS-II)

NOTE

- If the locations where abnormality codes were generated have been checked and repaired, carry out erasing with the following method of the code recorded in the ECU.
- If it is not possible to erase the abnormality codes, carry out checking and repair of location again where the abnormality codes were generated.
- If abnormality codes is erased, the freeze frame data is also erased. Be sure to check beforehand if it can be erased.

1. Stop the vehicle.
2. After IG SW is set to "LOCK", connect the diagnosis tester to DLC.
3. After IG SW is set to" ON", use the diagnosis tester to erase the diagnosis code.

1-8-5 DIAGNOSIS CODE ERASE METHOD(ERASED BY WAY OF SHORT CIRCUIT IN DLC)

1. When a location where an abnormality code occurred has been repaired, the memory is erased with the method shown below. After erasing the memory, output the diagnosis code again and confirm that the code is output normally.
   (1) Disconnect the negative terminal of the battery.

1-8-6 **CONTENTS OF DIAGNOSIS**

Contents of diagnosis

Code No.		Warning indication (Yes: ○, No: ×)	Code memory (Yes: ○, No: ×)	Contents of diagnosis	
2−digit	4−digit			System diagnosed	Diagnosis items
12	B2796	×	×	Immobilizer coil	Faulty key or immobilizer coil
15	B2780	×	○	Key switch	Key switch "OFF" malfunction
21	B2795	×	○	Transponder communication	Mismatching of key ID codes
22	B2794	×	○	Transponder communication	Mismatching of key ID codes
23	B2793	×	○	Transponder lock	Key ID codes not registered
24	B2797	×	×	Transponder communication	Transponder communication faulty
25	B2798	×	×	Transponder communication	Frame receiving faulty
41	B2788	×	○	Communication between EFI (codes do not match)	Faulty communication with EFI ECU ①
42	B2789	×	○	Communication between EFI (no reply)	Faulty communication with EFI ECU ②

1-9 TROUBLE SHOOTING ACCORDING TO DIAGNOSIS CODE

1-9-1 B2796/NO.12 (IMMOBILIZER COIL SYSTEM)

(1) Checking points

1. Is immobilizer coil normal?
2. Are the harnesses and connectors normal between the immobilizer coil and immobilizer ECU?

(2) Checking method

≫1. Wire harness continuity check

1. Turn the IG SW to "OFF".
2. Check conduction between the following terminals.
   (1) Immobilizer coil vehicle harness side 1 (COIL+) − immobilizer ECU vehicle harness side 6 (COIL+)
   (2) Immobilizer coil vehicle harness side 2 (COIL−) − immobilizer ECU vehicle harness side 13 (COIL−)

SPECIFIED VALUE: Continuity exists

▼ If it is OK, go to ≫2.
▼ If it is NG, replace harness and connector.

≫2. Immobilizer coil unit check

1. Carry out the unit check of the transponder key coil (immobilizer coil).
   Refer to Page I4-21.

SPECIFIED VALUE: No abnormality exists.

▼ If it is OK, go to ≫3.
▼ If NG, replace the transponder key coil.

≫3. Operation check by other key

1. Check operation with the master key.

SPECIFIED VALUE: It operates properly.

▼ If it is OK, perform the key replacement and re−registration.
▼ If it is NG, replace the transponder key coil.

1-9-2 **B2780/NO.15 (KEY SWITCH SYSTEM)**

(1) **Checking points**

1. Is the key insertion switch normal?

(2) **Checking method**

∑1. Check wire harness conduction

1. Check conduction between the following terminals.
   (1) Transponder key coil vehicle harness side 4 (+) − battery positive terminal
   (2) Transponder key coil vehicle harness side 3 (−) − immobilizer ECU vehicle harness side 3 (KSW)

SPECIFIED VALUE: Continuity exists

▼ If it is OK, go to ∑2.
▼ If it is NG, replace harness and connector.

∑2. Key insertion switch check

1. Carry out unit check of the transponder key coil (key insertion switch).
   Refer to Page I4-21.

SPECIFIED VALUE: No abnormality exists.

▼ If it is OK, complete the check.
▼ If it is NG, replace transponder key coil.

1-9-3 **B2795,B2794/NO.21,NO.22 (TRANSPONDER COMMUNICATION SYSTEM)**

(1) **Checking points**

1. Is the registered key use?
2. Is key being used correctly?
3. Is the immobilizer ECU normal?

(2) **Checking method**

Σ1. Operation check with master key

1. Check whether the engine can be started with the master key.
   SPECIFIED VALUE: The engine can start.

   ▼If it is OK, perform the key re−registration.
   NOTE
   - The ID code of the key used has not been registered yet

   ▼If it is NG, go to Σ2.

Σ2. Check of key use conditions

1. Check to see if the key is used in a wrong way.
   SPECIFIED VALUE: Do not use the keys in an overlapped state. Use the key correctly.

   ▼If it is OK, proceed to Σ3 after replacing the immobilizer ECU.
   ▼If it is NG, use the key correctly.

Σ3.Check of immobilizer ECU operation

1. After the key ID code has been registered on the immobilizer ECU, check that the system functions normally.
   SPECIFIED VALUE: The engine can start.

   ▼If it is OK, complete the check.
   ▼If it is NG, replace the transponder key coil.

1-9-4 **B2793/NO.23 (TRANSPONDER LOCK SYSTEM)**

(1) **Checking points**

1. Is the master key normal?

(2) **Checking method**

Σ1. Confirmation of diagnosis code

1. Check output of diagnosis code after reregistering the master key ID code.
   SPECIFIED VALUE: Normal code is output.

   ▼If it is OK, this completes the check.
   ▼If it is NG, perform the key replacement and re−registration of the key ID code.
   CAUTION
   - Be sure to retrieve the replaced master key.

1-9-5 **B2797,B2798/NO.24,NO.25 (TRANSPONDER COMMUNICATION SYSTEM)**

(1) **Checking points**

1. Are the keys contacting each other?
2. Is there a noise source on the communications line?

(2) **Checking method**

Σ1. Check immobilizer ECU

1. Insert registered master key in key cylinder.
2. Check whether noise is included in computer side terminal 6 (COIL+) of immobilizer ECU.
   SPECIFIED VALUE: Noise detected.

NOTE

- Some noise contained on communications line.

▼ If it is OK, remove the source of noise.
▼ If it is NG, go to Σ2.

Σ2. Check transponder key coil operation.

1. Replace transponder key coil with normal product (for checking).
2. Check whether engine starts.
   SPECIFIED VALUE: Engine starts.

▼ If it is OK, replace the transponder key coil.
▼ If it is NG, replace the immobilizer ECU.

1-9-6 **B2788,B2789/NO.41,NO.42 (COMMUNICATION SYSTEM WITH EFI)**

(1) **Checking points**

1. Are the harness and connector between the EFI ECU and immobilizer ECU normal?

(2) **Checking method**

Σ1. Check wire harness conduction

1. Check conduction between following terminals.
   (1) EFI ECU vehicle harness side 117 (SIO2) − immobilizer ECU vehicle harness side 8 (SIO2).
   SPECIFIED VALUE: Continuity exists.

▼ If it is OK, proceed to Σ2 after replacing the immobilizer ECU.
▼ If it is NG, replace harness and connector.

Σ2. Operation check of immobilizer ECU

1. After registration of key ID code to immobilizer ECU, check if operating normally.
   SPECIFIED VALUE: The engine can start.

▼ If it is OK, this completes the check.
▼ If it is NG, replace EFI ECU.
Refer to Page B8-1.

1-10 UNIT CHECK

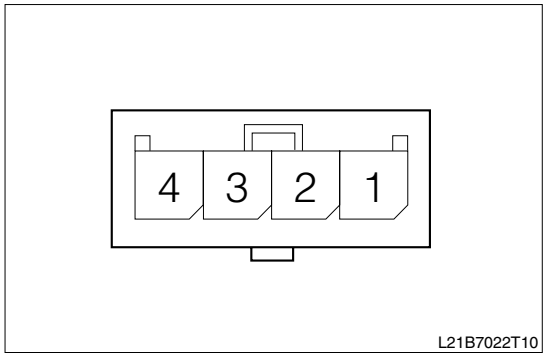
1-10-1 TRANSPONDER KEY COIL

(1) Key insertion switch

1. Insert and remove the key in the IG switch LOCK position and check the conduction between the terminals.

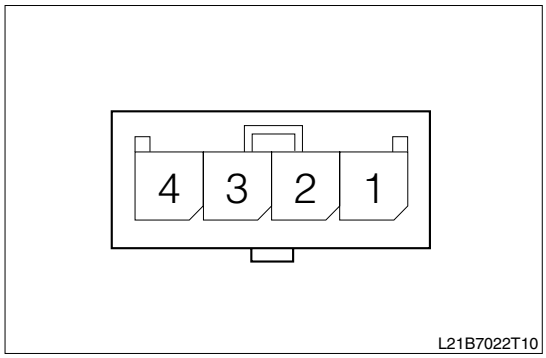
Key SW conduction chart.

Switching \ Terminal No.		③—④
Lock cylinder	Key not inserted	No continuity exists
	Key inserted	Continuity exists



(2) Immobilizer coil

1. Check conduction between terminals ① and ②.
   SPECIFIED VALUE: Continuity exists
   CAUTION
   - Even if continuity exists, no judgment can be made about whether the coil is normal or not.



1-11 ECU DATA MONITOR/FREEZE FRAME DATA

Name of item (Abbreviated name)	UNIT	Minimum value of variation	Explanation
TEST terminal (T)	—	—	Indication of "GND","OPEN" status of the T terminal
IG (IG)	—	—	Indication of "ON","OFF" status of the IG SW
KEY SW (KSW)	—	—	Indication of "ON","OFF" status of the KEY SW
REQ permission signal (REQ)	—	—	Indication of "OUTPUT","OFF" status of the REQ permission signal (Output after recognizing IG SW "ON")
Transponder communication (TP)	—	—	Indication of "Match","Mismatch" status of the transponder communication ("Match" when the IG ON has been set)
Immobilizer state (IMO)	—	—	Indication of "UNSET","SET" status of the immobilizer state
Main key 4 (KKD4)	—	—	Indication of "Not registered","Registered","Unknown" status of the main key4
Main key 3 (KKD3)	—	—	Indication of "Not registered","Registered","Unknown" status of the main key3
Main key 2 (KKD2)	—	—	Indication of "Not registered","Registered","Unknown" status of the main key2
Main key 1 (KKD1)	—	—	Indication of "Not registered","Registered","Unknown" status of the main key1